

published this week in APTA's Passenger Transport newsmagazine. I commend APTA and the public transportation community for their efforts to help us move closer to an America, as Mr. Melaniphy states, "With equal access for everyone, everywhere and at all times." I submit his essay.

(By Michael Melaniphy, APTA President & CEO)

The history of public transportation is the story of American progress. Over decades of technological and social change, our industry has helped open frontiers, grow local economies, and improve the lives of millions.

This month's silver anniversary of the Americans with Disabilities Act (ADA) is a reminder of how mobility can change attitudes and break down barriers, both real and perceived.

When Congress in 1990 guaranteed equal opportunity for persons with disabilities, seminal changes were already writing the prelude for a new century focused on freedom and equity. It was the year that Nelson Mandela was released from a South African prison. East and West Germany were united. Tim Berners-Lee gave us the World Wide Web.

None of us could have foreseen what would emerge 25 years later, but we knew ADA would change the way our nation and our industry thought about access to public transportation.

It's been said that without struggle there can be no progress, and the early days of implementing this new law were challenging. The country had just entered a recession and many cash-strapped public transit agencies were politically and fiscally encumbered.

As a young general manager in Hamilton, Ohio, at the time, a dearth of resources for ADA compliance forced me to think differently about what equal access could mean for our community. We established a system-wide point deviation plan and introduced braille and tactile bus stop signs—both firsts in the nation that became models for other public transit organizations. The experience marked the beginning of a new personal passion to provide equal access to all.

To design practical solutions, we needed to gain a true understanding of the difficulties faced by persons with disabilities. While sitting in wheelchairs, our drivers, supervisors and I learned firsthand what it was like to navigate high floor buses and ride when incorrectly secured in a paratransit vehicle. We donned blackened goggles to experience a bus trip without visual clues to our location, and we discovered that ADA-mandated curb cuts didn't necessarily mean a sidewalk would take us to a desired destination once we left the bus. All of this helped us become better problem solvers, better thought leaders and better citizens.

Today the public transportation sector can take pride in how far we have come. Aspiration has replaced apprehension. From 1993 to 2013, the portion of accessible buses nearly doubled (from 51 percent to 99.8 percent), accessible light rail and streetcar fleets more than doubled (from 41 percent to 88 percent) and accessible commuter and hybrid rail fleets almost tripled (from 32 percent to 87 percent). Additionally, all of America's heavy rail and trolleybus fleets are 100 percent ADA compliant. Such advances in fixed route access have allowed tens of millions of people with disabilities to participate more fully in their communities.

For individuals who are unable to use these modes of public transit, our systems provided more than 230 million demand-response trips in 2013—from a starting point of 68 million in 1990, the year ADA was enacted.

The achievements of the past quarter century should encourage us to address any re-

maining challenges. Our industry must continue to build productive partnerships with the ADA community. Both physical and financial barriers persist for some legacy rail systems. And we need to find new, more cost-efficient ways to reach more people, especially through our fixed-route services.

In this 25th-anniversary year, there is good reason to be enthusiastic. Unlike 1990, today's technological innovations appear almost monthly, offering fresh ways to increase access and choice while reducing fear and complexity for new riders.

Still, an industry is made great not just by its newest machines, but by how it lives its values and meets its customers' greatest needs. Our work is about more than getting people to and from a workplace or doctor's office; it's about giving everyone the freedom, independence, and access to achieve their greatest potential.

ADA has taught our industry that progress is impossible without change. Our commitment to fulfilling the law's spirit has become a core tenet of who we are and what we do. Like so many of the people whose stories are told—and who are pictured—in this special publication, I am proud to have played a role in ADA's foundational years.

Thanks to ADA and the efforts of public transportation leaders, we move closer every day to a world with equal access for everyone, everywhere and at all times. It's a legacy that deserves to be celebrated.

#### HONORING THE SERVICE OF DR. GAYLE ALEXANDER

#### HON. ANDY BARR

OF KENTUCKY

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, July 28, 2015*

Mr. BARR. Mr. Speaker, I rise today to recognize an outstanding individual, Dr. Gayle Alexander, of Lexington, Kentucky. Dr. Alexander, a part of the greatest generation, served our nation in the United States Army.

Alexander grew up with a love for airplanes. He got his pilot's license at the age of fifteen, after just a few lessons. Following the attack on Pearl Harbor, Alexander volunteered and was accepted immediately into the Army Air Corps as a pilot. He was assigned to be a flight instructor, training other pilots for combat flying.

After two years, Dr. Alexander finally got his wish to be a part of combat and was sent to England to fly B-24 and B-17 bombers that hit targets in Nazi-held Europe on a daily basis. He named his plane the "Kentucky Kloudhopper". Alexander spent much of the time flying a "Mickey ship" equipped with special radar and led other bombers to their targets. On one mission, he and his crew barely made it back to England with 308 holes in their plane, two engines out, and part of the tail missing.

On his nineteenth mission, Dr. Alexander led one of the biggest raids of the war, with 1,200 bombers attacking a German oil plant. His plane was blown to bits just moments after dropping its bombs. Alexander struggled to deploy his parachute, reached the ground, and was immediately captured. He spent seven long months in German POW camps, where he received virtually no medical care and endured bedbugs, starvation, bitter cold, and long distance marches. He and his fellow POWs were finally liberated on April 29, 1945 by General George Patton and his troops. Dr.

Alexander returned home on a hospital ship, weighing barely 113 pounds.

Dr. Alexander eventually recovered. He became a veterinarian and had a long and successful career in Lexington, Kentucky. Dr. Alexander has shared a video of his war memories, his uniform, and other memorabilia with the American Air Museum in Duxford, England.

The bravery of Dr. Alexander and his fellow men and women of the United States Army is heroic. Because of his courage and the courage of individuals from all across Kentucky and our great nation, our freedoms have been preserved for our generation and for future generations. He is truly an outstanding American, a patriot, and a hero to us all.

#### TRIBUTE TO BOB BREWSAUGH

#### HON. LUKE MESSER

OF INDIANA

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, July 28, 2015*

Mr. MESSER. Mr. Speaker, I rise today to remember the life of one of the best men I've ever known, Bob Brewsaugh who passed away over the weekend at the age of 76.

The good book says in 2 Corinthians 9:6, "He who sows sparingly will also reap sparingly, and he who sows bountifully will also reap bountifully."

Bob Brewsaugh lived this scripture.

Bob was a lifelong farmer, and a loving father and grandfather.

But, most importantly, Bob Brewsaugh was a man of God.

He worked hard. He treated everyone with kindness and respect.

Whether as a Sunday school teacher at Sandusky United Methodist Church or as a County Councilman or in his daily work on the farm . . . Bob tilled the land.

He sowed bountifully. And as a consequence, he reaped a blessed and bountiful life.

My thoughts and prayers are with Bob's wife Carolyn, his two kids Scott and Mandy, my brother Richie who is Bob's son-in-law, and Scott's wife Sarah.

I also pray for Bob's grandchildren, including my nephews Connor, Trey and Reid, and the entire extended Brewsaugh family.

#### RECOGNIZING MR. DUNCAN SHAW, CHAIRMAN EMERITUS, DEVIL PUPS

#### HON. JOSEPH J. HECK

OF NEVADA

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, July 28, 2015*

Mr. HECK of Nevada. Mr. Speaker, I come to the floor today to honor the life of Mr. Duncan E. Shaw, a Korean War veteran and Chairman Emeritus of Devil Pups.

For more than 60 years, Duncan Shaw dedicated his time and talents to Devil Pups, a program started by his father in 1953 to provide teenagers with a life-changing opportunity to become better citizens and develop mentally, as well as physically, through Marine-inspired training.

Like his father, Duncan Shaw enlisted in the Marine Corps where he was assigned to Aviation and achieved the rank of Captain. He deployed to the combat zone during the Korean

War and was proud to be given the opportunity to serve his country.

Following his service, Mr. Shaw got into the food business, eventually rising to the position of National Product Manager for the Carnation Company.

And while he was certainly successful in the business world, he will long be remembered for the lasting impact he had on the more than 50,000 teenagers who have completed the Devil Pup program to date.

As President, Chairman, and Chairman Emeritus of Devil Pups, Duncan Shaw was most known for his endless energy in promoting the program and giving thousands of hours of his own time to ensure the program's continued success.

Many Devil Pup graduates relate being recipients of a famous "Duncan One-on-One," a conversation designed to guide and inspire an aspiring Pup.

Mr. Shaw's daughter Susan says that one of the most valuable lessons he taught was to be on time and always give 110%. Duncan Shaw lived that lesson throughout his life but most especially through his commitment to the Devil Pups.

#### PERSONAL EXPLANATION

### HON. JAMES B. RENACCI

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, July 28, 2015*

Mr. RENACCI. Mr. Speaker, on roll call no. 467 through 469 my flight from Cleveland, OH to Washington (DCA) was delayed. I landed in Washington at 7:00 p.m. versus scheduled landing at 4:30 p.m. If I was present I would have voted yes on all three. Had I been present, I would have voted Yes.

#### PERSONAL EXPLANATION

### HON. XAVIER BECERRA

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, July 28, 2015*

Mr. BECERRA. Mr. Speaker, I was unavoidably detained and missed roll call votes 467, 468, and 469. If present, I would have voted "yea" on roll call 467, "yea" on roll call 468, and "yea" on roll call 469.

#### CONGRATULATING DC CENTRAL KITCHEN

### HON. JAMES P. MCGOVERN

OF MASSACHUSETTS

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, July 28, 2015*

Mr. MCGOVERN. Mr. Speaker, I rise today to congratulate DC Central Kitchen on the graduation of its 100th Culinary Job Training program. This is a remarkable milestone and I am truly inspired by the "Class of 100."

Since its inception 26 years ago, DC Central Kitchen has provided a path for nearly 1,500 people to rejoin their community, reunite with their families, contribute to our economy, and break the intergenerational cycle of hunger, homelessness, prison, and poverty. DC Cen-

tral Kitchen doesn't just feed people who are hungry; it gives them the skills to feed themselves and their families, building lives of self-sufficiency.

The 14-week Culinary Job Training program prepares unemployed, underemployed, previously incarcerated persons, and homeless adults for careers in the food service industry. Upon completion of a month-long internship, the students are provided with job readiness skills and job placement assistance.

Graduates of the Culinary Job Training program have a 90% job placement rate, are 90% less likely to return to prison than other ex-offenders nationwide, and contribute upwards of \$225,000 in payroll taxes back into the community each year.

But these impressive statistics are just one part of the Culinary Job Training program's success story. The program gives so much more to its students. It gives them the support they need to discover their own confidence and rebuild their lives.

In just the few weeks since graduation, more than half of the class has secured jobs, with the remaining graduates in the final stages of completing interviews and accepting jobs. That is extraordinary.

Mr. Speaker, I could not be prouder of the Class of 100. I wish them all the best in their culinary careers and in life. I can't wait to try their food at local restaurants.

And I offer my most heartfelt congratulations to founder Robert Egger, CEO Michael Curtin, and the wonderful staff and volunteers at DC Central Kitchen. You are an incredible example of what real leadership and innovative thinking looks like to end poverty in this country. Here's to another 100 classes of inspiring graduates.

#### PRIVATE CALENDAR

### HON. BOB GOODLATTE

OF VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, July 28, 2015*

Mr. GOODLATTE. Mr. Speaker, my colleagues, F. JAMES SENSENBRENNER, TREY GOWDY, JERROLD NADLER, JOSÉ SERRANO, KAREN BASS and I would like to take this opportunity to set forth some of the history behind, as well as describe the workings of the Private Calendar. I hope this might be of some value to the Members of this House, especially our newer colleagues.

Of the four House Calendars, the Private Calendar is the one to which all Private Bills are referred. Private Bills deal with specific individuals, corporations, institutions, and so forth, as distinguished from public bills which deal with classes only.

Of the 108 laws approved by the First Congress, only 5 were Private Laws. But their number quickly grew as the wars of the new Republic produced veterans and veterans' widows seeking pensions and as more citizens came to have private claims and demands against the Federal Government. The 49th Congress, 1885 to 1887, the first Congress for which complete workload and output data is available, passed 1,031 Private Laws, as compared with 434 Public Laws. At the turn of the century the 56th Congress passed 1,498 Private Laws and 443 Public Laws—a better than three to one ratio.

Private bills were referred to the Committee on the Whole House as far back as 1820, and a calendar of private bills was established in 1839. These bills were initially brought before the House by special orders, but the 62nd Congress changed this procedure by its rule XXIV, clause six which provided for the consideration of the Private Calendar in lieu of special orders. This rule was amended in 1932, and then adopted in its present form on March 27, 1935.

A determined effort to reduce the private bill workload of the Congress was made in the Legislative Reorganization Act of 1946. Section 131 of that Act banned the introduction or the consideration of four types of private bills; first, those authorizing the payment of money for pensions; second, for personal or property damages for which suit may be brought under the Federal tort claims procedure; third, those authorizing the construction of a bridge across a navigable stream, or fourth, those authorizing the correction of a military or naval record.

This ban afforded some temporary relief but was soon offset by the rising postwar and Cold War flood for private immigration bills. The 82nd Congress passed 1,023 Private Laws, as compared with 594 Public Laws. The 88th Congress passed 360 Private Laws compared with 666 Public Laws.

Under rule XV, clause five, the Private Calendar is called the first and third Tuesday of each month. The consideration of the Private Calendar bills on the first Tuesday is mandatory unless dispensed with by a two-thirds vote. On the third Tuesday, however, recognition for consideration of the Private Calendar is within the discretion of the Speaker and does not take precedence over other privileged business in the House.

On the first Tuesday of each month, after disposition of business on the Speaker's table for reference only, the Speaker directs the call of the Private Calendar. If a bill called is objected to by two or more Members, it is automatically recommitted to the committee reporting it. No reservation of objection is entertained. Bills unobjected to are considered in the House in the Committee of the Whole.

On the third Tuesday of each month, the same procedure is followed with the exception that omnibus bills embodying bills previously rejected have preference and are in order regardless of objection.

Such omnibus bills are read by paragraph, and no amendments are entertained except to strike out or reduce amounts or provide limitations. Matters so stricken out shall not be again included in an omnibus bill during that session. Debate is limited to motions allowable under the rule and does not admit motions to strike out the last word or reservation of objections. The rules prohibit the Speaker from recognizing Members for statements or for requests for unanimous consent for debate. Omnibus bills so passed are thereupon resolved in their component bills, which are engrossed separately and disposed of as if passed separately.

Private Calendar bills unfinished on one Tuesday go over to the next Tuesday on which such bills are in order and are considered before the call of bills subsequently on the calendar. Omnibus bills follow the same procedure and go over to the next Tuesday on which that class of business is again in order.

Mr. Speaker, I would also like to describe to the newer Members the Official Objectors